CONGRESSIONAL PROCEEDINGS.

The following are the Congressional proceed-

ings of yesterday, continued from our Fourth Edition :-WASHINGTON, February 14. Benate.

Mr. MORGAN, of New York, introduced the following, which was considered and agreed to.
Resolved, That the Secretary of War be requested to communicate to the Senate the report of General Newton, of the United States engineers, in relation to the encroachments on the harbor of New York.

New York.

Mr. WADE, of Ohio, reported, from the Committee on Territories, the bill to regulate the selection of grand and petit jarors in the territory of the committee of grand and petit jarors in the territory of the committee of grand and petit jarors in the territory of the committee of th Utah, and for other parposes, with an amendment in the form of a substitute, providing for the regulation of the Courts of the territory, prescribing the qualifications for voters, abolishing the rank of lieutenant general in the territorial militia, and detailing regulations for such militia, names of parties who may solemnize marriage, and makes polygamy illegal, etc., being substantially the amendment recently offered by Mr. Howard to the bill reported.

bill reported.

Mr. WADE also reported from the same committee, with amendments, the bill amendatory of the act providing a temporary government for the

me act providing a temporary government for the serritory of Montana.

Mr. CONNESS, of California, introduced a bill authorizing the Postmaner General to invite proposals for ateamship mail service monthly trips between San Francisco and Honoluin, Sandwich Islands, no bid exceeding \$100,000 to be considered. Referred to the Committee on Post-offices and Post

Mr. MORRILL introduced a bill amendatory of the act making appropriations for the repair, pre-servation and completion of certain public works, heretofore commanced, under authority of law approved June 22 1566, which authorizes the Sec-retary of War to use the appropriations therein made for other purposes than for examinations and

made for other purposes than for examinations and surveys, by contract or otherwise, when in his judgment it is for the public interest. The bill was passed to a second reading.

Mr. GRIMES, of Iowa, moved to postpone all prior orders and take up the League Island bill.

The yeas and nays were demanded, and by yeas 20, nays 16, the bill was taken up.

Mr. POMEROY presented the credentials of Mr. Ross, Senator elect for the unexpired term of James H. Lane, deceased, ending March 4, 1871. The credentials were read, and Mr. Ross, who has up to this time held his office by the appointment of the Governor of Kansas, was sworn in.

Mr. ROSS presented the credentials of Mr. Mr. ROSS presented the credentials of Mr. Pomeroy, Senator elect from Kansas, for six years

rom March 4th, 1867. Ordered to be filed.

Mr. DIXON, of Connectiont, took the floor in opposition to the selection of League Island, and in favor of the appointment of a commission to select a site for the naval depot.

Mr. POMERUY followed in a similar strain.

At two o'clock Mr. WADE moved to postpone all other business and take up the Louisiana bill.

Mr. GRIMES hoped not. The public interest tempoded the settlement of this League Island matter. Although he was friendly to the bill naiter. Although he was friendly to the bill called up by Mr. Wade he could not vote to take

Mr. CONNESS believed there was an effort eing made to kill the L-ague Island bill by con-being made to kill the L-ague Island bill by con-beming time. He hoped the vote would be taken on it before proceeding with any other business. Mr. BUCKALEW expressed the hope that a rote would be reached on this bill before taking up

my other.
Mr. WADE was willing to withdraw his motion f a vote on the League Island bill could be reached At three o'clock.

Mr. FOSTER deried that the opponents of this pill had made any factious opposition, or had conamed time unnecessarily upon it.

After further debate, the motion of Mr. Wade

Vas disagreed to.
Yess-Measrs. Chandler, Oragin, Dixon, Foster, Goward. Howe, Morgan, Poland. Pomercy, Ross, herman, Summer, Trumbull, Wade, Williams and fates-17.
Najs-Messrs. Brown, Buckalew, Conness, Cowan, rosswell, Pavis, Doolittle, Fessenden, Fowler, frimes, Harris, Henderson, Hendricks, Johnson, Sirkwood, McDougall, Morrill, Nesmith, Norton, atteson, Bamssy, Biddle, Saulsbury, Stewart and fan Winkle-26. atterson, Ramsey, Biddis, Sauth and Winkle-25.
So the Senate refused to postpone the League

aland bill. Mr. RIDDLE, of Delaware, took the floor in position to the selection of League Island.
At the conclusion of Mr. Riddle's speech, the mendment of Mr. Sumner for the appointment of commission to examine and select a site was dis-

Treed to.

Yeas—Messrs. Cragin, Davis, Dixon, Foster, Harris, Iendorson, Howe, Nesmith, Patterson, Pomeroy, Iddie, Emmner, Trumbn'!, Wade and Williams—15.

Nays—Messrs. Brown, Buckalew, Cattell, Chandler, onners. Cowan, Cresswell, Doblittle, Fesseuden, Towier, Grimes. Hendricks, Howard, Johnson, Kirkwood, Lane, McDougail, Morgan, Esamey, Boss, Shernan, tewart. Van Winkle and Wilson—25.

Mr. FOSTER moved so to amend the bill as hat the board for the acceptance of League Island hall consist of five officers, and that they shall coept it only after thorough examination. ccept it only after thorough examination.

Mr. GRIMES had no objection to this amendnent except that it would, if adopted, send the ill back to the House and endanger its passage at

his late stage of the session.
Mr. FOSTER said that every bill now before ne Senate was liable to precisely the same objec-on. It would not do to adopt such a principle of The yeas and nays were called for on Mr. Fosm's amendment, and it was rejected-yeas 18, Mr. DAVIS, of Kentucky, took the floor in op-

osition to League Island. Mr. ANTHONY, of Rhode Island, moved an mendment similar to that offered by Mr. Foster, ad it was disagreed to. The bill was then placed on its passage, and was

The bill was then placed on its passage, and was ussed by the following vote:

Yess—messrs. Brown, Buckalew, Cattell, Chandler, onness, Cowan, vresswell, Poolittle, Fowler, Grimes, endricks, Foward, Johnson, Kirkwood, Lane, Meregesit, Morgan, Merrill, Norton, Patterson, Ramby, Ress, Sherman, Stewart, Van Winkle, Wilson and Nays - mesers. Authory, Davis, Dixon, Fessenden ogg. Fester, Harris. Honderson, Nesmith, Poland, emeroy. Biddle. - suiebury, Sumner, Trumbuli, Ada 6: d Williams - 17. Assent or not voting-Messrs, Cragin, Edmands, relinghuysen, Guthrie, Howe, Nys, Sprague, and

The bill now goes to the President. As passed is in the following language:
That the Secretary of the Navy be and he is ereby authorized to receive and accept from the try authorities of the city of Philadelphia the tile to League Island, in the Delaware river, and lincent marsh land, including the whole of the ek known as the back channel, from the Schuylill to the Delaware rivers, and all the riparian ghts and privileges of said League Island, adjat marsh and back channel, together with so ach of the opposite shore of the back channel from Lasgue Island shore as shall, in the opinion the Secretary of the Navy, be ample to enable e government to have the sole and exclusive use said back channel and both shores thereof; the id island and appurtenances to be held for navai airpoies by the government of the United States, rovided, That the said League Island marsh illucent, and back channel, with its shores as oresaid, shall not be received or accepted until to title to the whole of the same, as herein deribed, is complete and indetensible, nor unless e acceptance thereof shall be recommended by a ard of officers to be appointed by the President; id. provided further, that if League Island be

reted the Navy-yard at Philadelphia shall be bensed with and disposed of by the United tes as soon as the public convenience will he Clerk of the House announced the refusal of House to recede from its amendment to the ten-of office bill, and its agreement to a Committee IF. WILLIAMS moved that the Senate maist,

agree to the Conference Committee. Agreed The Louisians bill was then taken up and read

second time. Mr. TRUMBULL spoke of several amendments would be necessary to perfect the Louisiana Ir. WADE said it might be that the Louisians

If was not as perfect as it could be made, but he ye notice that if Senators attempted to carry the ork of smending it too far, they might lose it at the transfer the senators attempted to the senators at t gether. He wished it understood that when this il came up he would give the Senate no rest until

was disposed of.
Mr. SUMNER, of Massachusetts, said he was
favor of both bills—the bill of Mr. Wade and
a bill of Mr. Williams.
Mr. WADE, by request, consented to the postmement of the Louisiana bill until to-morrow,
d that it be printed in the meantime, with

The bill of the Reconstruction Committee was taken up, read a second time, and ordered to

by SHERMAN then called up the Compound-terest Funding bill, which was read at length. Mr. SHERMAN said he was directed by the Fi-mr. Sherman the sherman and many to the mes Committee to offer an amendment to the st clause of the bill, to strike out "eighty" and sert ca hundred," so as to make the clause read follows: "That the amount of such temporary incates at any time outstanding shall not ex-Mr. SHERMAN said the object of this bill was provide, in part, for the payment of the com-

pound interest notes. He had an official statement of the amount of them, and when they matered, showing that during the present year \$99,663,000 would mature, upon which the interest was \$19,000, making \$119,000,000 to be provided for before the first of January next; \$50,000,000 paying interest matured on that day, and prior to November \$65,000,000

ber \$63,000,000.

Mr. TRUMBULL said he had not expected that this bill would be called up to-day. He supposed it was useless to offer any opposition to it, or to sempt to discuss it. The bill was then passed, as amended, and goes the House. As passed by the Senste, this bill is in the fol-

As passed by the Schae, this off is in the following language:

Be it enacted, &c., That for the purpose of redeeming and retiring any compound interest notes outstanding, the Secretary of the Treasury is hereby authorized and directed to issue temporary loan certificates, in the manner prescribed by section 4 of the act entitled "An act to authorize the insue of United States notes, and for the redemption issue of United States notes, and for the redemption or funding thereof, and for funding the floating debt of the United States," approved February 25, 1962, bearing interest at a rate not exceeding three per centum per annum, principal and interest payable in lawful money, on demand; and said certificates of temporary loan may constitute and be held by any national bank holding or owning the same as a part of the reserve provided for in sections 31 and 32 of the act entitled "An act to provide a national currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1964; provided not less than two-fiths of the entire reserve of anob bank shall consist of lawful money serve of such bank shall consist of lawful money of the United States; and provided further, that the amount of such temporary certificates at any outstanding shall not exceed one hundred millions

The Senate reassembled at 7 P. M.
Mr. WILSON, of Massachusetts, called up the
bill to establish and protect national cemeteries,
which was passed, and goes back to the House for

Concurrence in amendments.

The Senate then proceeded to consider bills from the Pension Committee, having met for that pur-One by resolution.

A number of private pension bills were passed.

Mr. BROWN, of Missouri, called up the bill to

authorize the construction of a submerged tubular bridge across the Mississippi at St. Louis.

Mr. TRUMBULL, of Illinois, inquired whahad become of the project to build a bridge over the Mississippi.

Mr. BROWN said a company had been organ-

zed and was about to commence the building of this bridge.
Mr. HOWARD inquired if this new style of bridge had been built anywhere else in this coun-

Mr. HENDERSON said there was a tubular bridge under the Thames, at London, which was nearly two (?) miles long. That at St. Louis would be only ball a mile. The bill was passed, and the Senate then ad-

House of Representatives. The morning hour having expired, the SPE AK-ER announced that the next business in order was

Mr. MORRILL appealed to Mr. Schenck, who had charge of the Bounty bill, to give way for the Tax bill, as he (Mr. Morrill) was compelled, on ccount of a domestic affliction, to leave the city Mr. SCHENCK yielded for that purpose, on

andition that the Bounty bill should come up to-norrow, after the morning hour.

That arrangement was agreed to.

The SPEAKER presented a communication from the Secretary of the Interior, recommending an appropriation of \$150,000 to enable the department to send Commissioners to all the Indian tribes west of the Mississippi river. Referred to the Commissioners are appropriations.

the Committee on Appropriations.

Also, from the Secretary of War, with reports of the Chief of Engineers, relative to the surveys of Plattsburg harbor, the Kennebec and Penobscot rivers, and Heligate, New York. Referred to the Committee on Commerce.

An evening session was ordered for the consideration of the Tax bill.

The House then went into Committee of the Whole on the State of the Union, Mr. BOUTWELL

in the chair, and resumed the consideration of the bill to amend the existing laws relating to internal mr. SCHENCK moved to strike out the proviso

amendatory of section 79 of the existing law, ex-empting manufacturers of butter and cheese from special tax.

Mr. WOODBRIDGE suggested that the exemption should apply only where the cheese and butter are made from the products of the manufac-

threr's own farm.
Mr. SCHENCK adopted the suggestion.
Mr. MOKRILL opposed the motion, and favored the exemption, saying that the policy was o exempt as far as possible agricultural produc-The motion was also opposed by Messrs. SPALDING, HUMPHREY and GARFIELD,

and it was rejected.

Mr. WARD, of Kentucky, moved to strike out the paragraph raising the special tax on distilleries from \$100 to \$500. He argued that it was calculated to crush out all the small distillers, who

made good, wholesome whisky, for the advantage of the large distillers, who made "rifle" whisky, warranted to kill at one hundred yards.

Mr. ALLISON defended the paragraph, as affording better protection to the revenue.

Mr. SLOAN rebutted Mr. Allison's argument, saving that when the business was in the hands of amail distillers, the government was not cheated out of more than half the tax, but now that it had got into the hands of large distillers, the governent was cheated out of seven-eighths of the tax. Mr. MORRILL defended the paragraph, and de-

nied the extent of the fraud in the whisky tax as stated by Mr. Sloan. The amount of tax received last year was higher than any former year. Mr. DARLING gave some more specimens of the extent to which whisky frauds are carried on in New York and Brooklyn. He said there were four thousand illicit distilleries there, while there were only one hundred licensed distilleries in New York and seventy-nine in Brooklyn. Some of these licensed distilleries had not returned more than forty gallons a month. Thirty-three licensed distilleries had paid into the Treasury only \$3803 in three months, while their capacity for produc-tion should have produced \$20,000 per day.

Mr. McKEE opposed the increase of tax on dis-

Finally the Committee rose, and Mr. MORRILL moved that all debate on the paregraph close in ten minutes. Mr. McKEE called for the yeas and nays on that

The motion was agreed to—yeas 73, nays 69—and the House again went into Committee.

Before disposing of the motion, the hour of halfast four arrived, and the House took a recess til half-past seven.

Evening Session.

The House resumed its session at 7.3) P. M., and immediately went into Committee of the Whole on the state of the Union, Mr. Boutwell in the chair, and resumed the consideration of the bill to amend the existing is awa relating to internal revocue, the question being on the motion of Mr. Ward, of Kentucky, to strike out the paragraph increasing the special tax on distillers from \$10 to \$60, to which Mr. Darling had offered an amendment to increase it to \$10.0.

Mr. WARD, of Kentucky, advocated his motion, stating that the effect of encouraging the manufacture of bad which by crushing out the amail destillers would be to depopulate the Bepublican party.

Mr. Darling's amendment was rejected and Mr. Ward's was agreed to, so the tax on distillers will remain sein the present law, \$100. hain set to the present law, \$100.

Mr. ECHENCE, of Onlo, m wed to add to the proiso relieving from the special tax on manufactures
if butter and cheese, the words "haminy, brooms, cier, bread, sausages, sauerkrant and wine." (Laugh-

Mr. SPALDING, of Ohio, suggested to his colleague hat that was not the was to get into the Senate. Laughter.) The amendment was rejected. Mr. DELANO offered his proposition as an amend-

Mr. DELANO offered his proposition as an amendment. Felected
Mr. SCUSIELD moved to reduce the tax on refined rock oil from 20 cents to 10 cents per galion.
Mr. GARFIELD opposed the motion, and showe! how the revenue from the article had increased from \$750,000 in 1855 to \$5,350,000 in 1856, in which latter year there had been exported \$6,000,000 gallons of the article, three times as much as in the preceding year. The motion was rejected.
Mr. SOHENOK, of Ohio, moved a proviso in regard to asphtha, that any person who manufactured or sold for illuminating purposes asphtha mixed with oil, exploding at a less temperature than 110 degrees Fahronheit, should be punishable with fine and imprisonment. Agreed to.

The paragraph in the existing law imposing a tax of 10 cents per galion on cil, naphtha, benzine, etc., produced from crade petroleum, was struck out, in order that those articles might be put on the free list.

The paragraphs relating to sugar wore struck out, and new paragraphs inserted taxing all sugars produced from augar came and not refined 1 cont per pound, and taxing refined sugar 2 per cent, ad valorem.

The present tax on wood screws was reduced from 19

The present tax on wood screws was reduced from 10

to 5 per cent. ad valorem.

The paragraphs relating to gunpowder were amended so as to make the tax on can ster powder a cents per pound; sporting powder, in kegs, I cent per pound, and blasting powder, in kegs or casks, 1% cents per pound.

The paragraph relating to copper and brass tubes was passed over without action.

The paragraph relating to cigarettes, cigars and cheroots was reached, the proposition being to substitute for the paragraphs in the existing law the foltowing:
On eightestes, eights and charoots of all descriptions, made of tobacco, or any substitute therefor, the market value of which, including the tax, is of over

\$8 per thousand, a tax of \$2 per thousand; when axceeding \$5 per thousand in market value, including the tax, \$6 per thousand.

Mr. MY & accepted to amend by imposing a uniform specific tax of \$5 per thousand, and spoke in support of that proposition. of that proposition.

Mr. DEMING followed on the same side of the

question.

Air ALLISON supported the paragraph as it was reported from the Committee of Ways and Means. He held that a tax of \$5 per thousand was not enough for segars, as d said that he would himself favor a specific tax of \$10 per thousand. The question was not discontinuous.

segars, at any and that he would himself favor a specific fax of \$10 per thousand. The question was not disposed of.

Mr HOOPER moved to exempt from special tax skippers of fishing versels, commonly called "market fishermen." Rejected.

Mr. Hi MPHEEV moved to strike out the paragraph which limits till the 5th of April, 1867, the right of gas companies to add in their fax to the price charged to consumers.

Mr. GAEFIELD epposed the motion. The interest of the gas companies was also defended by Mr. Daris, while Mr. Schenck denounced the discrimination in their favor as infamous and abominable.

Quite an animated discussion arose on this subject, participated in by Messrs. Delano, Eggieston, Williams Wilson of Iowa, Allison and Bromwell against the discriminating in favor of the gas companies, and by Seasrs. Hooper and Moorhead in support of it.

Mr. PLANTS suggested, by way of a compromise, that every person liable to any tax whatever shall be cermitted to make his next neighbor pay it. (Laughter.)

Mr. DELANO proposed to limit the discrimination.

bernitted to make his hext neighbor pay it. (Baugater.)

Mr. DELANO proposed to limit the discrimination to those gas companies whose consumption does not exceed 180,000 cubic feet per month, and whose not profits did not for the preceding year exceed 10 per cent. per annum on the capital stock actually paid in.

Mr. BOHENCE suggested, by way of limitrating the principle, that lenders of money should be allowed to collect from the borrowers the amount of fax on income derived from the interest on money loaned. (Laughter.) income derived from the interest on money loaned. (Laughter.)

The vote was taken on Mr. Humphrey's amendment, which was agreed to, so that he paragraph was struck out, and the right of gas companies to add the tax to the price charged is terminated on the Si of April. 1889.

MILLINERY, TRIMMINGS, ETC.

The Bouse, at 10 P. M., adjourned.

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WINTER ARRANGEMENT.

NINE DAILY TRAINS,

On and siter TUENDAY, January 1, 1857, Passenge trains leave the New Bepot, corner Berks and American s tests, daily (Sundays excepted), as follows:—

At 745 A M.—Mernic Express for Bethlehem and Frincipa Stations or North Pennsylvania Rairroad for Allentown, Catasauqua, Slatington Manch Chunk Weatherly, Jeanesville, Hazleton, White Havon, Wilkesbarre, Kingston, P tiston and all points in Lebigh and Wyoming valleys; also, in connection with Lehigh are Mahanoy Railroad for Amahanoy City, and with Catawissa Maliroad, for Aupert, Danville Milton, and Williamsoort. Arrive as Mauch Chunk at 12-03 A.

M.; at Wikesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Fassengers by this frain can take the Lehigh Valley frain, passing Bethlehem at 12-55 P. M. for & seton and points on New Jersey Central Bailroad to New York.

At J. A. M.—Accommodation for Doylestown, stopping

M. Passengers by this train can take the Lehigh Valley train, passing Sethlehem at 12 55 P. M., for a seton and points on New Jersey Central Ballroad to New York.

At 9 A. M.— Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro', and Harrsville, by this train, take the Stage at Old York road.

At 10 15 A. M.— Accommodation for Doylestown, stopping at intermediate stations,

At 2 55 P. M.— Accommodation for Doylestown, stopping at all intermediate stations.

At 2 45 P. M.—Evening ix dress for Beiblehem and principal stations on the North Fennsylvania Rallroad making close connection at Bethlehem with Lehigh Valley train for Ea ton, reaching there at 0 45 P. M.—Evening ix dress for Beiblehem and principal stations on the North Fennsylvania Rallroad making close connection at Bethlehem with Lehigh Valley train for Ea ton, reaching there at 0 45 P. M.—Evening ix dressengers for Plubinged Somerville, and other points on New Jersey tential Rallroad, take New Jersey Central train at Easton, which arrives in New York at 10 45 P. M.—Passengers for Summeytown take Frage at North Wales, and for Nazareth at Bethlehem, and for Greenville at Quakertown.

At 4 20 P. M.—Accommodation, for Doylestown stopping at all intermediate stations. Passengers for Willow Grove, Elatboro', and Bartsville take stage at Aburgion; for Lumberville at Doylestown.

At 5 20 P. M.—Through accommodation, for Bethlehem and all stations on main line of North Fennsylvania Ralaroad, connecting at Bethlehem with Lehigh Valley Evening Train for Allendown, Mauen Chunk, etc.

At 11 30 P. M.—Accommodation, for Fort Washington.

Train S Arkilve is Philla Delivita
From Bethlehem at 9 15 A. M., 23 and 8 40 P. M. connect at Bethlehem at 6 15 P. M., and arrive in Philadeiphia at Bethlehem at 6 15 P. M., and arrive in Philadeiphia at Bethlehem at 6 15 P. M., and arrive in Philadeiphia at Bethlehem at 6 15 P. M., and arrive in Philadeiphia at Bethlehem at 6 15 P. M., and arrive in Philadeiphia at Bethlehem at 6

Valley trains from Easton, Wilkesbarre, Mabanoy City and Hazleton.

Passengers leave Wilkesbarre at 1 30 P. M. connect at Bethlehem at 6 15 P. M., and arrive in Philadelphia at 8 40 P. M.

From Doylestown at 8 35 A. M., 5 5, and 7 55 P. M.

From Lansdale at 7 30 A. M.

From Fort Washington at H 50 A. M., and 3 65 P. M.

Philadelphia for Bethlehem at 9 30 A. M.

Philadelphia for Bethlehem at 9 30 A. M.

Philadelphia for Bethlehem at 2 35 P. M.

Doylestown to Philadelphia at 4 P. M.

Bethlehem to Philadelphia at 4 P. M.

Bethlehem to Philadelphia at 4 P. M.

Bethlehem to Philadelphia at 4 P. M.

White cars of "econd and Third streets line and Union line run within a short dis ance of the depot.

Tickets must be procured at the Ticket Office, in order to secure the lowest rates of lare

Billman's Baggage Express will call for and deliver Baggage at the Depot.

O fi.ce, No. 113 South THIRD Street.

NEW FREIGHT ROUTE TO THE SOUTH AND SOUTHWEST, via THE PHILADELPHIA. WILMINGTON, BALTIMORE and DELAWARE RAILROAD LINES to CRISFIELD, Md., thence by the GREAT SOUTHERN INLAND STEAM NAVIGATION COMPANY'S STEAMERS, TO NORFOLK, Va. connecting with THE GREAT VIRGINIA AND TENNEESSE AIR LINE RAILWAY, to MEMPHIS, NASHVILLE, ATLANTA, AND ALL POINTS SOUTH and SOUTHWEST.

THIS ROUTE OFFERS ADVANTAGES OVER ALL COMPETING TRANSPORTATION LINES. Shippers by this Line SAVE BOTH TIME AND MONEY. The marine risk between Crisfield and Norfolk is assumed by the Company, thus offering the inducements of an ALL RAIL BILL OF LADING, WITH GUARANTIED TIME from Philadelphia TO ALL PROMINENT SOUTHERN AND SOUTHWESTERN POINTS.

Freights for NORFOLK, RICHMOND, PETERSBURG, and all points in VIRGINIA and NORTH CAROLINA, forwarded at as low rates as by any other Line.

Freights delivered at the Depot of P. W. and B. R. R. CAROLINA, forwarded at as low rates as by any other Line.

Freights delivered at the Depot of P. W. and B. R. R. BROAD and PRIME Streets, before FIVE P. M., will reach Norfolk TWENTY-FOUR HOURS IN ADVANCE OF ANY OTHER ROUTE. This UNPRECEDENTED DESPATCH gives the shipper of SOUTHERN FREIGHTS from Philadelphia ADVANTAGES NOT BEFORE OFFERED BY ANY OTHER LINE. For intriber information apply to CHARLES E. DILKES, Agent Virginia and Tennessee Air Line Railway, No. 411 CHESNUT Street. S. P. WILTBANK, General Eastern Agent Southern Inland Navigation and Delaware Railroad Companies.

PITTSBURG, COLUMBUS, AND CINCIN NAIT RAILROAD COMPANY.
THE PAS HANDLE ROUTE WESTWARD. Owing to the great distance saved by THIS R JUTE, the Government has assigned to it the carrying of the United States Mali to the principal cities of the West United States Mail to the principal cities of the West and Southwest
THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNATI AND LUI TWO TO ST. LOUIS.
PASSENGERS BY THIS ROUTE WILL ARRIVE IN CINCINNATI. INDIANAPOLIS, CAIRO. AND ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY OTH) R LINE
Fast line at 12 66 M. Passengers by this train take supper at Attoons; can take state room sleeping cars Passengers are not subject to change at Pittaburg, but run through to Coshocion, affording an mauroken night's rest.

run through to Coshoeton, affording an "nauroken night's rest.

Night is rest.

Night is xoress if P. M. Passengers can take sleeping core through to Cincinnati with but one change; by the line on have the advantage of comfort and pleasure particularly for ladies travelling alone, and families with children, by this routs between Philadelphia and all the principal points West and South.

Be sure to puichase tickets "VIA STEUBEN-VILLE," at NNSYLVANIA RA LEGAD OFFICE. Enre to pulchase Board LEGAD OFFICE,
LET' at
P NSYLVANIA RAILEGAD OFFICE,
Philadelphia,
Corner of THIRTIETH and MARKET stroots
Philadelphia,
8, F, SCULL,
Stroot Agent Staubenville, O.

General Ticket Agent Steubenville, O.
JOHN B. BILLES,
General Fastern Fassenger Agent,
No. 526 Broad vay, New York,
JOHN DURAND, General Superintendent.
Fenney vania Railroad Office. No 631 Chesnut Street
and Thirtietn and Market Streets, West Philadeiphia.

C LOBE EXPRESS COMPANY, OFFICE, NO. 630 MARKET street Philadelphia, November 19. 1866.—The Globe Express Company will take day open its first line between New York, Philadelphia Baitlmore, and Washington for They will call for and deliver promptly at the following rates:—

Incy will call for and deliver promptly at the following raises:

For heavy freights to and from New York 40c. per 100 lbs.; Ba t more, 56c per 10 lbs; Washingtor, 8cc. per 100 lbs; Georgetown, 90c. per 100 lbs; Alexandria, 51 20 per 10 lbs.

Packages and valuables will be taken at as reasonable raises as by any other accounting to company.

The Company is arranging to rapidly open its offices at all importan points through the South and Southwest, as a "fall Express.

This Company are prepared to pay promptly for any at all important west as a till express.

This fompany are prepared to pay promptly for any toss of damage that may occur.

Orders may be left at the above Office.

Orders may be left at the above Office.

S. W. WILSON, Superintendent.

STUART GWYNN,

Of New York President.

E. C. PECHIN.

Of Philadelphia, Treasurer.

CAMDEN AND ATLANTIC RAILROAD.

Leave Vine Street Ferry daily, as tollows (Sundays BAILROAD LINES

EADING RAILROAD. GREAT TRUNK LINE FROM PHILADELPHIA,
TO THE INTERIOR OF PENNSYLVANIA,
THE SCHUYLKILL, SUSQUEHANNA,
CUMBERLAND AND WYOMING
VALLEYS,

NORTH, NORTHWEST AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER
Leaving the Company's depot at Thirteenth and Cattowbill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate Stations.

At 7:30 A. M. for Reading and all intermediate Stations.

Returning, leaves Reading at 6:30 P. M. Arrivesia Philadelphia at 9:30 P. M.

MOINING EXPRESS.

At 8:15 A. M. for Heading, Lebanou, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle Chambersburg, Hagerstown, &c., This train connects at READING with East Pennsylvania Raliroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c., at PORT CLINTON with the Calawissa Rairoad trains for Williamsport, Lock Hayen, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and Schnyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

HARRISBURG with Northern Central, Cumberland Valley, and Schuykill and Susquehama trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &C.

AFTERNOON EXPRESS

Leaves Philadelphia at \$50 P, M, for Reading, Pottaville, Harrisburg, &C., connecting with Reading and Columbia Ratiroad trains for Columbia, &C.

BEADING ACCOMMODATION

Leaves Reading at \$50 A, M, stopping at all way stations; arrives in Philadelphia at \$44 A, M.

Resuring, leaves Philadelphia at \$45 A, M.

Resuring, leaves Philadelphia at \$45 A, M.

Trains for Philadelphia leaves Harrisburg at \$10 A, M., and Pottsville av \$45 A, M., arriving in Philadelphia at \$45 P, M.

Trains for Philadelphia leaves Harrisburg at \$20 P, M., and Pottsville at \$45 P, M.

Harrisburg a commodation leaves Reading at \$70 A, M., and Charrisburg at \$10 P, M. Connecting at Reading with Afternoon Accommodation south at \$30 P, M., arriving in Philadelphia at \$10 P, M.

Market train, with a passenger car attached, leaves Philadelphia his at \$24 noon, for Reading and all way stations, leaves Reading at \$170, and Downingtown at \$120 P, M., for Philadelphia and all way stations, leaves Reading at \$170, and Downingtown at \$120 P, M., for Philadelphia and all way stations, leaves Reading at \$170, and Downingtown at \$120 P, M., for Philadelphia and all way stations.

All the above trains run dally, Sundays excepted.

Sunday trains leave Pottsville at \$3 A, M., and Philadelphia, returning from Beading at \$25 P, M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the \$25 p, M. Leaves Philadelphia for Reading at \$45 P, M., and \$25 P, M., a

SCHUYLKILL VALLEY RAILROAD. Trains leave Potsyille at 7 and 11:30 A. M., and 7:11 P. M., returning from Tamaqua at 7:35 A. M. and 1:40 and 415 P.M. SCHUYLKILL AND SUSQUEHANNA RAILROAD SCHUYLKHLL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 750 A. M., for Pinegrove and Harrisburg, and at 150 P. M. for Pinegrove and Tremont. Returning from Harrisburg at 320 P. M., and from Tremontal 73 A. M., and 23 P. M., Through first-class tickets at d emigrant tickets to all the principal points in the North and West and Canadas.

all the principal points in the North and West and Canadas.
The following tickets are obtainable, only at the office of S. BRADFORD. Tree uner, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading.

Superintendent, Reading.

At 25 per cent. discount, between any points desired for families and firms.

At 25 per cent. discount, between any points desired for families and firms.

MILEAGE TICKETS,

Good for 2000 miles, between all points, at \$2750 each, for families and firms.

SEASON TICKETS,

For three, six, nine or tweive months, for holders only, to all points, at reduced rates.

Residing on the line of the road will be Turnished with cards entitling themselves and wives to tickets at hall price.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fares, to be had only at the Ticket office, at Thirteenth and Callowhill streets.

FREIGHT.

nad only at the Ticket office, at Thirteenth and Callowhill streets.

FREIGHT,

Goods of all descriptions forwarded to all the above points from the Company's new freight deput, Broad and Willow streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 P. M. for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches, at 5 A. M., and for the principal stations only at 2:15 P. M.

REIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY BAILEROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 oclock P. M. daily (Sundays excepted).

Freight must be delivered before 4½ oclock, to be forwarded the same day. warded the same day.

Returning the above lines will leave New York at 15 neon, and 4 and 6 P. M. Freight for Trenton, Princeton, Kingston, New Bruns-

Preight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Raliroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Raliroads, received and forwarded up to 1 F. M.

The Belvidere Delaware Raliroad connects at Phillipsburg with the Lehigh Valley Rauroad, and at Manunkachunk with all points on the Delaware, Lackawanns and Western Raliroad, forwarding to Syracuse, Buifald and other points in Western New Yora.

The New Jersey Raliroad connects at Filizabeth with the New Jersey Central Raliread, and at Newark with the Morris and Essex Raliroad.

A silp memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B - Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth siteet, near the Drove Yard, or at Pier No. 1, North River, as the shippers may defining at the time of shipment. For terms, or other information, apply to Waltzer Friedman, Freight Agent,

115 No. 226 B. DELAWARE Avenue, Philadelphia.

18 86.226 S. DELLAWARE Avenue, Prinadelphia.

1867 -PHILADELPHIA AND ERIE RAILs ern and Northwest Counties of Pentayrivania to the City of Eric on Lake Eric, and is the most direct route to the great oil Regions of Pennsylvania. It has been leased and it operate by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PRILIADELPHIA Arrive Eastward—Eric Mail Train, 72 M. Eric Express Train, 12 M. Elmira Mail, 5 of P. M.; Eric Express Train, 12 M. Elmira Mail, 5 of P. M.; Eric Express Train, 12 M. Elmira Mail, 8 of A. M.

Passenger cars run through on the Eric Mail and Express Passenger cars run through on the Eric Mall and Express trains without change both ways between Philadelphia NEW YORK CONNECTION

Leave New York at 9 A. M., arrive at Eric 10 00 A. M. Leave New York at 5 00 P. M., arrive at Eric 7:16 F. M., Leave Eric at 3:00 P. M., arrive at New York 4:40 P. M. LeaveEric at 10:25 A. M., arrive at New York 10:10. A. M. Elegant Slooping Cars on all the might trains. For information respecting passenger business, apply at orner THIRTIETH and MARKET Streets, Phia. And for freight business, of the Company's Agents, S. B. Kingston, Jr., corner Thirteent, and Market atrests, Philadelphia; J. W. Reynolds, Eric: William Brown Agent N. C. R. R., Baltimore, H. H. HOUSTON, General Freight Agent, Phila. H. W. GWYNNER, General Ticket Agent, Phila. 115 A. L. TYLER, General Sup., Lrie

FOR NEW YORK, VIA RABITAN AND DELA-WARE BAY RAILEOADS, - From Ferry foot o VINE Street, Philadelphia. 6P. M.-Freight for New York, and points North or East

II A. M — Way kreight.

Goods delivered at Company's Debot No 329 N
WHARVES, Philadelphia, by 5 P. M., will be forwarded by this line, and arrive in New York at 5
v'clock next morning.

Freight received at Pier No. 32 No. th River, N Y
by 436 P. M., will be ready for delivery in Philadelphia
terry the following morning.

FARE TO NEW YORK, TWO DOLLARS. FARE TO NEW YORK, TWO DOLLARS.
Ticket Office, Vine Street Ferry.
For jurther information, apply to Company's Agents
R. H., CHIL MAN, Frencht Office and Dipot, No. 320
R. WHARVEN, Philadelphia.
J. B. DURT, Fier No. 52 North River, 100: 01 DUANE B. BURT, Pier so 32 North River, Community of the PhilaBtreet, Sew York
Or at General Preight and Passenger Office, PhilaGrat General Preight and Passenger Office, PhilaGeneral Freight Agent, Rod Bank, N. J.
C. HASTY
General Freight Agent, Rod Bank, N. J.
T. BREAT SWEARINGEN,
General Agent, Philadelphia.

RARITAN AND DELAWARF BAY RAIL, will run daily, Sundaya excepted, from a copor's Point Commen, opposite VINE Street Ferry as follows:11-30 A. M. Way Freight for all stations; passenge:

ar attached 6:10 P. M.—Through Freight for hew York; passen 6:10 P. M.—Through Freight for New York; passen ger car attached.
Freight received in Philade phia at the Company's warehouse. No. 320 N. DELAW BE. Avenue, antil 5 o'clock P. M. reaching New York carly next morning Freight boat reaves Fig. No. 32, North river, New York foot o' DUANE Street, shilly, Sundays excepted at 5 P. M. reach ag Philadelphia early next morning. The 9 A. M. train from Philade phia and the 11 A. M. train from New York, she discontinued.

General Freight Apent. Red Bank N. J.

General Freight Apent. Red Bank N. J.

Supermitendent, Red Bank, N. J.

R. H. CHIPNAN Agent.

RAILROAD LINES.

Philladelichta, wilmington and Balty

Time Table,

Commencing Monday, Legember 24, 1866.

Trains will leave Depot, corner Broad street and
Washington avenue, as follows:

Express Train at 415 A. M. (Moudays excepted), for
Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, cortheast, Perryville,
Havre-de-Grace, Aberdeen, Perryman's, Edgewood,
Marnolla, Chases and Stemmer's Ron.

Way Mail Train at 8: 5 A. M. (Sundays excepted),
for Haltimore, stopping at all regular stations. Conlecting with it e Delaware Railroad at Wilmington
for Cristeld and intermediate stations.

Express Train at 1:45 A. M. (Sundays excepted), for
Baltimore and Washington, stopping at Chester, Touriew, 'Iswood, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla Chase's and
Stemmer's Hun.

Night Express at II (daily) P. M. for Baltimore and
Washington, Connects at Wilmington, with Delaware R. R. Line (Saturdays excepted,) stopping at
Middetown, Smyrna, Dover, Harrington, Seaford,
Sallsonry, Princess Anne, and connecting at Cristeld
with boat for Norfolk, Portsmouth and the South,
Passengers by boat from Baltimore for Fortrees
Mource and Norfolk will take the II-55 A. M. train,

Wilmington. Heave, Cand 1230 (daily)
P. M. The 4 P. M. trift connects with the Delaware PHILADELPHIA, WILMINGTON AND BALTE Stopping at a stations between Philadelphia and Wilmington.

Leave Philadelphia at 12:30, 4, 6 and 11:20 (daily)

P. M. The 4 P. M. train connects with the Delaware Railroad for Millora and intermediate stations. The 61, M. Train billora and intermediate stations. The 61, M. Train billora and intermediate stations. The 61, M. Train billora at 7:25 and 8:30 A. M., 3 and 8:30 (anity) P. M. Express.

FROM BALTIMORE TO PHILADELPHIA.

Leave Buildinger at 7:25 A. M. Way Mall: 9:35 A. M. Express. 8:25 P. M. Express. 8:25 P. M. Express. 8:25 P. M. Express. 8:25 P. M. Express.

From Patitimore to Havre-de-Grace and intermediate stations at 4 P. M.

Trains for Baltimore leave Chester at 4:49 and 9:12 A. M., and 3:3 P. M.

Trains for Baltimore leave Wilmington at 5:23 and 10 A. M., and 4:1 P. M.

EUNDAY TRAINS FROM BALTIMORE.

Leave Baltimore at 8:25 P. M., stopping at Havre-de-Grace, Persyville and Wilmington. Also, stops 66 Elktua and Newark (to take passengers for Philadelphia, and leave passengers from Washington or Baltimore) and at Chester to leave passengers from Baltimore or Washington.

Through Trekets to all points West South and Southwest, may be procured at the Ticket Office, No. 129 CHESN UT Street, under the Continental Hotel, Persons purchasing lickets at this Office can have their bagging elected at their residence by Graham's Bulgage Express.

H. F. KENNEY, Sup'l.

DENNSYLVANIA CENTRAL RAILROAD.

WINTER ARRANGEMENT. WINTER ARRANGEMENT.
The trains of the Fennsylvania Central Railroad
leave the Depot, at THIRTY-FIRST and MARKET
Steels, which is reached directly by the cars on the
Market Street Passenger Railway. Those of the Ches
nut and Walnut Street Railway run within one square
of it.
On Sundays the Market street cars leave Front
and Market streets 35 minutes before the departure of
card train. and Mark et streets as the condition of the condition of

Philadelphia Express leaves daily. All other trains daily, except Sunday.

Passengers by Mail Trian go to Williamsport without change of cars, and arrive at Lock Hayen at 810

out change of cars, and arrive at Lock Haven at \$10 P. M.

Eassengers by Mail Train go to Carliale and Chambersburg without change of cars.

Steeping Car Tickets can be had on application at the Ticket Office, No. 631 Chesuut street.

TRAINS ARRIVE AT DEPOT, VIZ:—

Cincinnati Express.

Philadelphia Express.

Philadelphia Express.

At 710 A. M.
Pact Accem. Nos. 1 and 2... \$20 A. M. and 719 P. M.
Fark burg Train.

Lancaster Train.

Bat 1240 P. M.
Lancaster Train.

Lancaster Tra

value will be at the race special contract, special contract, special contract, and special contract, Son, on CHESNUT Street, SAMUEL H. WALLACE, Ticket Agent, at the Depot,

An Emigrant Train runs daily, except Sunday, Pos Il particulars as to fare and accommodations, apply FRANCIS FUNK, No 187 DOCK Street. FRANCISFUNK, AND AMBOY AND Philadelphia and Trenton Railroad Company's Lines, from Philadelphia to New York and Way Places from WALNUT Street Wharf, will leave as

At 18 A. M., 2 and 5 P. M., for Mount Holly, Ewans-ville, Pemberton, Birmingham and Vincentown, and at 6 A. M. and 6 P. M. for Mount Holly only. At 6 and 19 A. M., 1, 4, 5, 6 and 11:30 P. M. for Fish House, Paimyra, Riverton, Progress, Delance, Beverly, Edgewater, Burlington, Florence, Bordon-town, &c. The 19 A. M. and 4 P. M. lines runs direct through to Trenton. The 1 P. M. Marke: line will leave from foot of Mar-ket sireel, upper ferry. ket alreel, upperferry. LINES FROM KENSINGTON DEPOT

Will leave as follows:

At 11 A, M., 430 645 PM, and 12 P, M. (Night) via
Rensington and Jersey City Express Lines, Fare \$300.
The 645 P, M. line will run daily. All others Sundays excepted.
At 7:30 and 11 A. M., 3, 3:30, 4:30, 5, 6:45 P. M., and 13
Midnight, for Bristol, Trenton, &c., and at 10:15 A. M. At 7:30 and 10:15 A. M., 3, 4:30, 5 and 12 P. M. for Schencks,
At 10:15 A. M., 3, 5 and 12 P. M. for Eddington,
At 7:30 and 10:15 A. M., 3, 4, 5, 5 and 12 P. M., for
Cornwel's, Torrisdale, Holmesburg, Tacony, Bridesburg and Frankford, and at 8 P. M. for Holmesburg
and intermediate stations. At 10'15 A. M., 3, 4. 5, 6, 8 and 12 P. M. for Wissine ming.
BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Pennaytvania, and New York State, and the Great Lakes,
daily, Sundays excepted, from Kensington Depot an

follows:—
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk,
Canandalgua, Elmira, Ithaca, Owego, Rochester
Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap. At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, &c.

The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allestown, Bethleem, &c.
At 5 P. M. for Lambertville and intermediate StaWM, H. GATZMER, Agent PHILADELPHIA, GERMANTOWN AND NOR-ristown Hailroad, "TIME TABLE." On and after Thursday, November 1, 1866, until fur-

On and after Thursday. November 1, 1866, until further notice,

FOR GERMANTOWN,
Leave Philadelebia, 5, 7, 8, 9, 19, 11, 12 A. M., 1, 2, 375, 194, 4, 5, 545, 470, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown, 5, 7, 73, 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 446, 6, 630, 7, 8, 9, 10, 11 P. M.
The 820 nown train and 245 and 545 up trains will not stop on the Germantown branch.
ON SUNDAYS.
Leave Philadelphia at 945 A. M., 2, 7, 1045 P. M.
CHESNUT HILL RAILROAD,
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 345, 545, 260 H. P. M.
Leave Chesnut Hill at 740, 8, 940, 140 A. M., 140, 340, 540, 640, 840 and 1040 P. M.
Leave Chesnut Hill at 750 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 750 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 750 A. M., 2 and 325 P. M.

P. M.
FOR CONSHOROCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 835, 1165 A. M., 130, 3, 430, 538, 615, 835 and 1130 P. M.
Leave Norristown at 540, 7, 730, 9, 11 A. M., 140, 430, 615 and 8 P. M.
The 530 P. M. train will stop at School Lane. Wissahitekon, Manayunk, Spring Mills and Conshohocken only

hicken, Manayunk, Spring and Conditioned Conly

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2:30 and 6:45 P. M.

Leave Philadelphia at 7 A. M., 5 and 8:30 P. M.

Leave Philadelphia at 6,8:35, 11:35 A. M., 1:30, 3, 4:30, 5:30, 6:15,8:05 and 11:30 P. M.

Leave Manayunk at 6:10, 7:30, 8:20, 9:30, 11:30 A. M., 2, 6:45 and 8:30 P. M.

ON SUNDAYS,

Leave Philadelphia at 9 A. M., 2:30 and 6:45 P. M.

Leave Manayunk at 7:30 A. M., 5:30 and 9 P. M.

Leave Manayunk at 7:30 A. M., 5:30 and 9 P. M.

Leave Manayunk at 7:30 A. M., 5:30 and 9 P. M.

Leave Manayunk at 7:30 A. M., 5:30 and 8:45 P. M.

Leave Manayunk at 7:30 A. M., 5:30 and 8:45 P. M.

Leave Manayunk at 7:30 A. M., 5:30 and 8:45 P. M.

Leave Manayunk at 7:30 A. M., 5:30 and 8:45 P. M.

Leave Manayunk at 7:30 A. M., 5:30 and 8:45 P. M.

W EST JERSEY RAILROAD LINES, FROM

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry).

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millylle, and all intermediate stations, at 8 A. M. Mail., 3:30 F. M., Patsengar.
For Woodbury, 8 A. M., 8:30 and 6 P. M.
For Cape May, at 3:30 P. M.

RETURNING TRAINS LEAVE

Woodbury at 7:15 and 8:40 A. M., and 4:54 P. M.

Bridgeton at 7:05 A. M. and 8:30 P. M. Freight, 6:30 P. M.

Bainn at 6:50 A. M. and 8:06 P. M. Freight, 6:10 P. M.

Cape May at 11:54 A. M., Passenger and Freight.

Freight will be received at First Cowered Whatf above Wainut street, from 9:00 A. M. until 5:00 P. M.

That received before 7:00 A. M. will gothrough the same day

Freight Delivery, 80, 228 S. DELAWARE Avenue.

11:2